

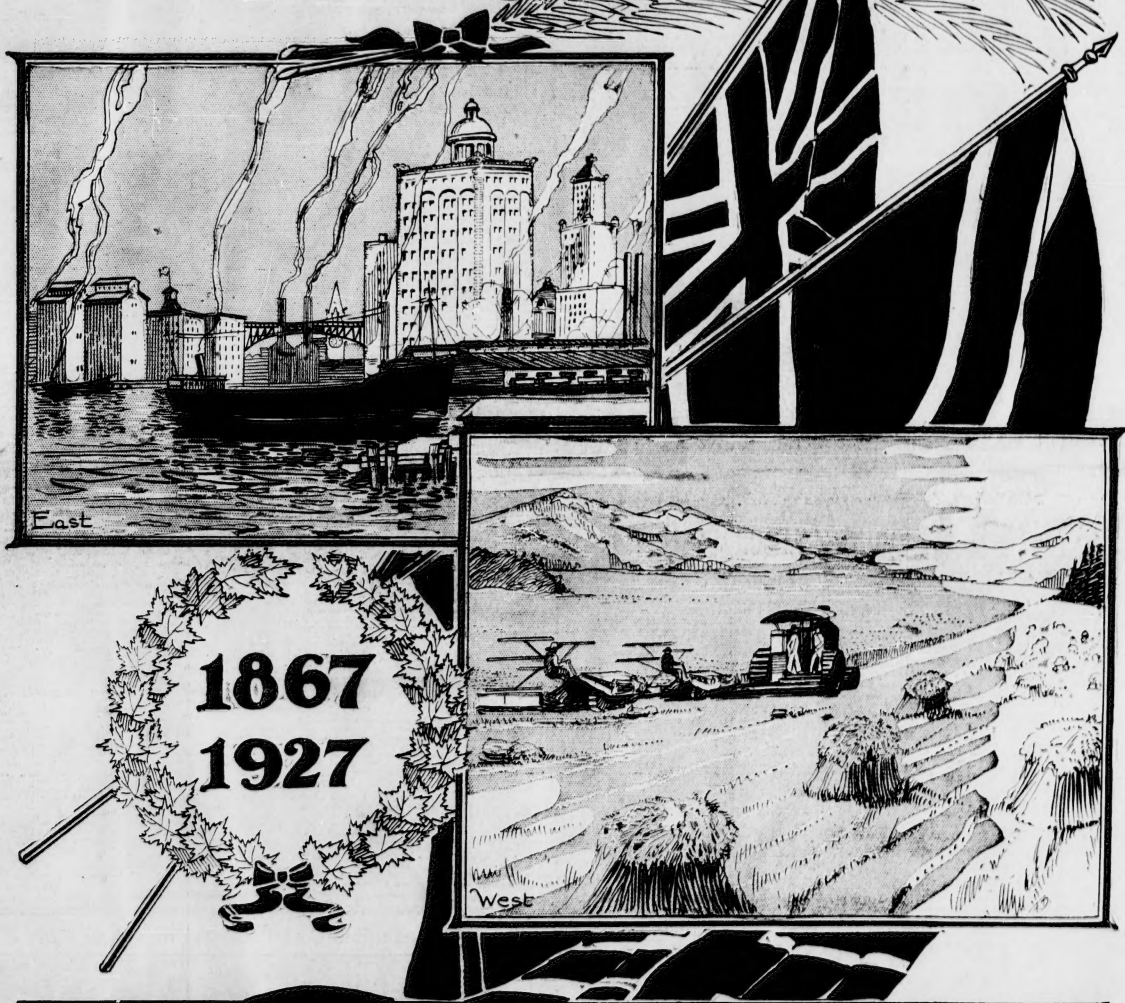
If It Will Help
Alberta the
Bulletin Is for It

Edmonton Bulletin

Confederation
EDITION

EDMONTON BULLETIN— Alberta's Oldest Newspaper —THURSDAY, JUNE 30, 1927.

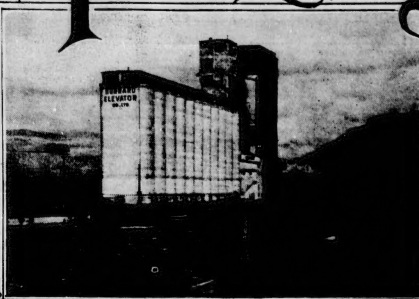
Sixty Years of Unity and Progress



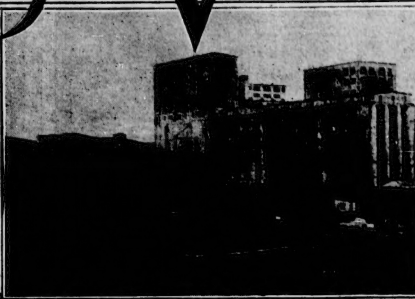
Jubilee and Old-Timers' Edition

Canada Today Salutes Pioneers

PORT of VANCOUVER



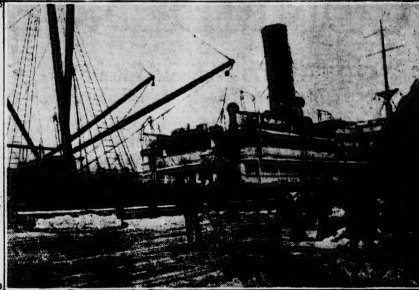
BURRARD ELEVATOR
Capacity 650,000 Bushels, an additional 1,000,000 Bushels storage being added



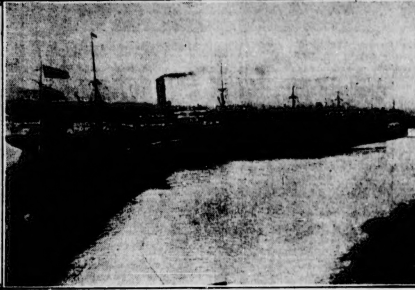
NO. 1 ELEVATOR
Capacity 2,100,000 Bushels



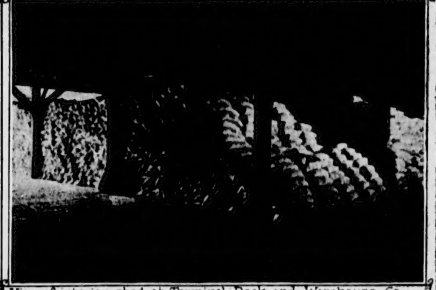
LOADING GRAIN AND LOGS AT NO. 1 JETTY



SHIPPING FLOUR TO ORIENT



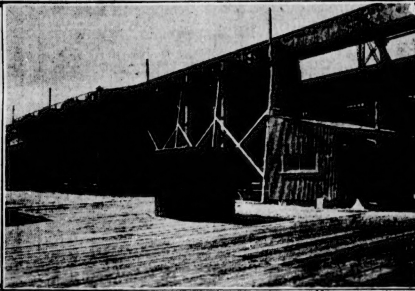
TERMINAL DOCK AND WAREHOUSE CO.



View of interior shed at Terminal Dock and Warehouse Co. showing part of largest shipment of flour to leave Port of Vancouver.



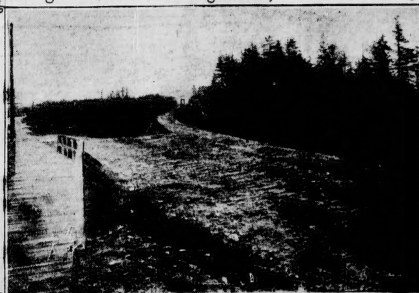
Loading Grain, Lumber and Logs, at Lapointe Pier and No. 1 Jetty.



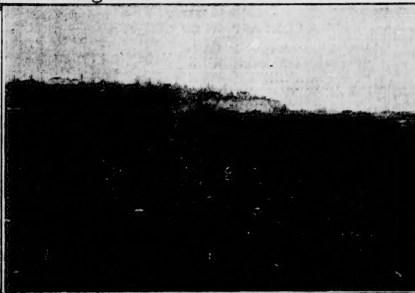
Oil Tanks Lapointe Pier for handling Fish and Vegetable Oils. Installed 1926



Shipping Activity at Harbour Commissioners Piers



Harbour Commissioners Terminal Railway Right of Way North Vancouver Constructed 1926-27



INDUSTRIAL SITES Vancouver Harbour Commissioners, North Vancouver, B.C. Looking East



Looking West, Industrial Area North Vancouver

GRAIN SHIPMENTS Through the Port

1921 - 1926

	Bushels
1921	1,251,070
1922	14,463,883
1923	24,663,017
1924	53,240,516
1925	34,868,192
1926	45,229,096

THE ASTONISHING

Growth of the Port of Vancouver

The port development of Vancouver during the past few years is little short of amazing. In a few years, practically since the war, Vancouver has developed from a little-known port to one of world importance. A thousand deep-sea ships arrive and sail each year, and thirty thousand tons of goods are handled here, within the same period. Compare these figures with a very few years ago, and the growth is almost incredible. Millions of dollars have been spent in port development work during the past few years. The Harbor Commissioners have spent \$14,000,000 and are contemplating further improvements. In 1925, two large grain elevators were completed, besides the big flour warehouse and docks of the Terminal Dock Company. The splendid new pier of the Canadian Pacific Steamships, which will cost more than \$2,000,000, will be opened July 1st. The bridge across the Second Narrows connecting the North shore with the city proper, is opening up the north shore of Burrard Inlet rapidly.

Lumber, steel and grain companies are showing keen interest in the wonderful industrial sites that this bridge has made available. Last year over forty steamship lines from all parts of the world were making regular calls at this port. Vancouver has now to be reckoned with as a port of world importance, and her growth may be said to have only just commenced. With her controlled natural harbor, open all the year around, and the impetus she has received from the establishment of the Panama Canal route, Vancouver may conceivably become the greatest port in the west.

THESE FIGURES SHOW THE INCREASE

IN THE WATERBORNE TRADE OF THE PORT OF VANCOUVER

IMPORTS		
Year	Tons	Value
1921	2,351,367	\$197,404,832
1922	3,045,627	307,031,629
1923	3,431,185	224,496,277
1924	3,599,227	231,011,919
1925	3,814,030	234,427,574
1926	4,681,919	267,877,255
EXPORTS		
Year	Tons	Value
1921	855,098	\$ 85,270,048
1922	1,462,181	103,163,369
1923	2,168,199	133,189,435
1924	3,183,078	169,913,963
1925	2,593,068	179,000,294
1926	3,353,512	207,077,407

VANCOUVER HARBOUR COMMISSIONERS

Playing a Prominent Part in the
Development and Progress of the City of Edmonton
and the Surrounding District

NATURAL GAS

THE ULTIMATE FUEL

FOR COOKING—HEATING—POWER

A Quick, Clean and Economic Servant For the
Home, Combining Efficiency With Convenience

AMPLE SUPPLY OF GAS ASSURED ALL CONSUMERS

Extensive holdings of Natural Gas rights in one of the larger gas-producing fields of the world gives every consumer a guarantee of an ample supply of Natural Gas at all times.

**67,000,000
CUBIC FEET DAILY**

(OPEN FLOW CAPACITY)

From 13 Producing Wells

1 MORE WELL NOW BEING DRILLED

THE INVESTOR'S GUARANTEE

The economical development of this Public Utility is controlled by the Board of Public Utility Commissioners.

This Board insists on the adoption of sound business principles and fixes the gas rate to allow a fair return on the capital investment.

An Enviably Record

Nearly 400% Consumer Increase
in 3 1-2 Years

Starting as a new enterprise in Edmonton, less than four years ago, Natural Gas service has proven so efficient that over 75% of the homes situated where gas is available are equipped with this fuel.

Almost \$5,000,000.00 has been spent in Edmonton and the surrounding district for the development of this utility. Construction work started in July, 1923, and such rapid progress was made that in November of that year Edmonton householders and business houses were using Natural Gas.

There are eight large regulating stations in Edmonton and another at the Viking field.

Sixteen miles of gathering lines, 79 miles of transmission line, and 118 miles of distribution line, pipe the gas from the producing wells to the consumers in Edmonton, Viking, Bruce, Ryley, Holden and Tofteld.

The following Chart shows Consumer Growth—

November 15th, 1923	250 consumers
December 31st, 1923	1,880 consumers
December 31st, 1924	4,875 consumers
December 31st, 1925	6,247 consumers
June 30th, 1927	7,360 consumers

Northwestern Utilities Limited
EDMONTON, ALBERTA

1794--Trading Centre Last Great West--1927



EDMONTON AND ITS OPPORTUNITIES

Edmonton, capital city of Alberta, Canada, and seat of the Provincial Government, embraces an area of 21,000 acres, with a population of 68,000. It is located on the banks of the North Saskatchewan river, about 360 miles east of the Rockies, 312 miles north of the international boundary line between Alberta and Montana, U.S.A., and is 711 miles northwest from Vancouver, Canada's great Pacific seaport. It is the natural trading centre of what is known as the Edmonton district, comprising 25,000 square miles of park-like country, watered with numerous small streams and lakes, and the finest agricultural land in the world.

As an objective for the tourist and a venue for vacationing, Edmonton's attractions are unequalled. It abounds in well-appointed hotels and numerous halls suitable for meetings, all replete with every modern comfort and convenience, well-lighted and saved, electric transportation in the shape of municipal motor car service and an electric street railway to all parts of the city. For those who seek amusement there are theatres and every kind of outdoor recreation provided in the city parks and playgrounds, while the greatest enjoyment can be derived by motor excursion to nearby lake country or the national parks and game reserves. For the tourist there is available a splendidly furnished auto camp, controlled by the city, Edmonton's streets and their perspective seek in every way to please, and throughout the whole city will be found the warmest spirit of hospitality, as warmly and cordially appreciated by the stranger. All the well-known service clubs have branches with local memberships at Edmonton.

Visitors of commercial bent will find much to engage their attention. They can investigate the possibilities of investment in the farming industry, lands in the Edmonton District or income from the river country, can be purchased at a figure which represents an adequate and sure return upon all capital invested. Stock raising and further development of the grain building industry at Edmonton have received great impetus during the last few years, and it still offers every opportunity for the investor of all kinds is abundant also, as evidenced from the elevators and there is practically no limit to the number of stores that can be fed around Edmonton. The vast coal deposits, timber limits, natural gas, the newly-discovered oil and petroleum deposits of the north, industries, and commercial enterprises in the city itself all await the touch of capital and business and pleasure may well be combined. The oil fields at the Turner Valley and Wainwright, with their proven wells, are securing notice throughout the continent, and more can only how great may be the riches which these fields will eventually yield.

Ample and secure permanent places in the commercial and other activities of Edmonton.

Annual output of manufactured goods, \$22,000,000.00.

Industrial employees 4,200, and 125 factories.

Three packing plants, including large packing plant and butter factory in Canada—500 employees and handling 200,000 hogs per annum.

In 1926 the sum of \$700,000.00 was paid to farmers shipping livestock to the city.

Government terminal cost 20,000,000.00.

Government terminal cost, storage capacity 2,000,000 bushels, also private elevators.

24 coal mines operate in the Edmonton area, producing 3,000,000 tons annually of steam and domestic coal.

Natural gas, distributed to private industry, fluid production 6,000,000 cubic feet per day; present domestic rate 4 1/2 cents per 1,000 feet, commercial rate 20 cents.

Flour, feed and oatmeal mills.

HISTORICAL TABLOIDS OF EDMONTON

1794—Old Fort Edmonton and old Fort Assiniboine founded by Hudson's Bay Company and North West Post Company, at mouth of Sturgeon River, 25 miles below present site of Edmonton.

1807—The above Forts destroyed by flood Indians.

1808—New Fort Edmonton and New Fort Assiniboine built on present site of Edmonton City.

1810—Above forts abandoned for new fort 125 miles down Saskatchewan river, called White Earth House.

1819—Fort Edmonton re-established.

1825—Chief Factor John Rowland placed in charge and built an elaborate fort with bastions 20 feet high, with bastions and corners. Chief Factor's house, known as "Rowland's Fort"—largest establishment west of York Factory.

1841—Sir George Simpson visits Edmonton—welcomed by eight Blackfeet, 1840, who brought him to the fort, saying that they were going to leave the fort, but that the buffalo might be found there, and that their women might be found there.

1845—Paul Kane, famous commercial artist, visits Fort and paints beautiful half-breed girl—Commenced the girl who looks at the stars.

1853—Captain John Palliser and James Hector, of Palliser expedition, visit Edmonton for guides to cross Rocky Mountains in search of a great pass. Fort Assiniboine visits Edmonton on hunting trip to Rocky Mountains.

1862—Lora Milton and Dr. Charles visit Edmonton on way to Caribou for Royal Geographical Society.

1871—Rev. George McDougall, Methodist minister, builds mission on site of present McDougall Church—modern Edmonton begins.

EDMONTON

The Capital City with Capital Opportunities

MOST STRATEGIC CITY OF THE WEST—CAPITAL OF ALBERTA, GATEWAY TO THE PEACE RIVER COUNTRY AND MACKENZIE BASIN

Wholesale, Industrial, Railway and Distributing Centre with two Transcontinental Railway.

National Railway Shops for Western Canada.

Seat of Provincial University.

Fine Public and High School Educational System.

Finest Agricultural, Livestock and Dairy District.

Important Packing Plants.

Mixed Farming Opportunities Unrivalled.

The Edmonton City Dairy has largest output of Butter in Canada.

Large Stockyards; turnover, over \$7,000,000.

Unlimited supply of Coal.

Natural Gas.

Census population, 65,163 (Dom.).

Shipping point for great northern fur trade.

Excellent Golf Links.

City-owned and operated Public Utilities—

Net Surplus, 1926, \$416,147.08.

MUNICIPAL STATISTICS

Population, 1911	28,419	Area of City	27,266 acres
1921	58,821		
1924	62,140		
1926	62,143		

1923	1924	1925	1926
Building Permits	\$ 1,448,470.00	\$ 1,481,590.00	\$ 1,532,720.00
Bank Clearings	21,371,329.00	22,619,290.00	23,611,319.00
Gross Earnings of City Utilities	5,137,441.00	5,214,432.00	5,454,522.00
Street Railway Passengers	12,329,480	12,525,880	12,944,410
Number of Telephone in service	13,141	13,259	13,450
Number of Electric Light Consumers	14,482	15,162	15,784
Number of Water Consumers	15,141	15,232	15,475
Special Reserve against Uncollectible Tax Arrears	\$ 816,780.00	\$ 1,596,400.00	\$ 2,077,320.00
Collection of Current Tax Levy	80%	82.8%	85.0%

GROSS FUNDED DEBT (exclusive of schools) December 31, 1925

DEBTS:	1913	1924	1925
(1) Local Improvement Debentures (Property shares)	\$ 4,402,927.00	\$ 4,402,927.00	\$ 4,402,927.00
(2) Utilities	11,912,590.00	11,912,590.00	11,912,590.00
(3) Sinking Fund Investments of \$10,315,675 on Gross Funded Debt less Sinking Fund of \$2,048,425 on foregoing specially noted and revenue producing debt	2,398,812.00	2,398,812.00	2,398,812.00
NET FUNDED DEBT	16,714,329.00	16,714,329.00	16,714,329.00
Net Public School Debt	2,396,297.00	2,396,297.00	2,396,297.00
Net Separate School Debt	542,581.00	542,581.00	542,581.00

Comparative Net Assessment, Tax Levies and Collections, 1923-24-25-26:

	1923	1924	1925	1926
Net Assessment (Municipal)	\$ 6,152,108.00	\$ 6,162,472.00	\$ 6,879,240.00	\$ 6,872,454.00
Tax Rate	9.3018	9.3018	9.3018	9.3018
TAX LEVY:				
(1) General Tax Levy	\$ 2,451,792.00	\$ 2,426,581.21	\$ 2,774,924.00	\$ 2,768,528.00
(2) Special Frontage, Business, Sundry, Industrial and other taxes	\$ 61,942.00	\$ 61,942.00	\$ 62,581.00	\$ 62,581.00
Gross Tax Levy	\$ 2,513,734.00	\$ 2,513,734.00	\$ 2,513,734.00	\$ 2,513,734.00

ON THE OTHER HAND, THE TAX COLLECTIONS:

(Inclusive of Arrears and Discounts)

	1923	1924	1925	1926
Electric Light and Power	\$ 28,541.16	\$ 32,562.64	\$ 38,184.44	\$ 38,234.43
Water Works	\$ 21,718.12	\$ 21,845.00	\$ 24,701.13	\$ 24,741.56
Telephone	\$ 365,818.43	\$ 375,890.00	\$ 329,991.21	\$ 329,991.21
Waterworks	\$ 24,149.94	\$ 24,149.94	\$ 24,149.94	\$ 24,149.94
Debt of Deficit Street Railway	\$ 25,846.29	\$ 25,846.29	\$ 25,846.29	\$ 25,846.29
NET SURPLUS	\$ 225,219.29	\$ 287,466.91	\$ 317,412.24	\$ 316,147.08

Civic Utilities—Net Results of Operation for Years 1923-24-25-26:

Including Capital and Depreciation Charges

	1923	1924	1925	1926
Electric Light and Power	\$ 28,541.16	\$ 32,562.64	\$ 38,184.44	\$ 38,234.43
Water Works	\$ 21,718.12	\$ 21,845.00	\$ 24,701.13	\$ 24,741.56
Telephone	\$ 365,818.43	\$ 375,890.00	\$ 329,991.21	\$ 329,991.21
Waterworks	\$ 24,149.94	\$ 24,149.94	\$ 24,149.94	\$ 24,149.94
Debt of Deficit Street Railway	\$ 25,846.29	\$ 25,846.29	\$ 25,846.29	\$ 25,846.29
NET SURPLUS	\$ 225,219.29	\$ 287,466.91	\$ 317,412.24	\$ 316,147.08

D. MITCHELL, Commissioner.

A. C. G. BURY, Mayor.

EDMONTON'S TOURIST CAMP



Building Permits for 1926 aggregated \$1,853,735 as compared with \$1,481,890 in 1925.

1926 Bank Clearings aggregated \$259,611,173 as compared with \$239,350,281 in 1925.

D. MITCHELL,
Commissioner.



1873—Stanford Fleming, C.E. and Principal Grant, John Macoun and Henry, reach Edmonton—on first transcontinental railway survey via Yellowhead Pass.

1874—Mounted Police, under Superintendent Jarvis and Sergeant Major Saw Bieck, reached Fort Edmonton and winter at Fort.

1876—Mail service established with Fort Garry.

1881—Frank Oliver establishes the little giant of a newspaper—"The Herald."

1885—Hallebronde and Indian? Rebellion breaks out in North West. Edmonton gets a third regiment of Indian war days at the post.

1891—C.P.R. reaches North Saskatchewan River, opposite Edmonton.

1892—Town of Edmonton incorporated—Mal McVey, first mayor.

1897—Edmonton fills with thousands of gold seekers bound for the Klondike.

1904—Edmonton incorporated as a city—Wm. Short, first city mayor.

1905—Edmonton capital of Alberta. Inauguration Day, September 1st, 1905.

1912—Edmonton and Strathcona, rival cities, unite as Greater Edmonton.

SPORTS AND PASTIMES

Every facility for enjoyment of outdoor pastimes is available at Edmonton.

There are three golf courses, one controlled by the municipality and two private centers, and construction of a fourth is now contemplated by the City of Edmonton. The courses are situated at the following places: The City Golf Course, located on the north side of the city, and the other two are located on the south side of the city. The City Golf Course is a 9-hole course, and the other two are 18-hole courses. The City Golf Course is a 9-hole course, and the other two are 18-hole courses. The City Golf Course is a 9-hole course, and the other two are 18-hole courses.

MUNICIPAL SWIMMING POOLS

Edmonton is well equipped for every outdoor bathing. Within three years the city has built three outdoor pools in different parts of the city. The first was built in 1904, the second in 1914, and the third in 1924. The first was built in 1904, the second in 1914, and the third in 1924. The first was built in 1904, the second in 1914, and the third in 1924.

EDMONTON GOLF COURSE

One of the most beautiful spots in the city of Edmonton is the municipal golf course, and no matter how late the golf enthusiast may be upon his game, he cannot fail to appreciate the delightful character of the surroundings.

Victoria Park, where the eighteen-hole course is situated, consists of 150 acres of prime land, and is one of the most beautiful spots in the city. The course is situated on the north side of the city, and is one of the most beautiful spots in the city. The course is situated on the north side of the city, and is one of the most beautiful spots in the city.

TRANSPORTATION SYSTEMS

Canadian National Railway.

Edmonton, Denham & British Columbia Railway.

Alberta & Great Waterways Railway.

Twenty passenger trains daily.

Station in twenty hours.

Civic Utilities showed surplus of \$416,147 in 1926 as compared with \$377,673 in 1925.

School population increased to 16,133 from 15,556 in 1925. Total population 68,415.

A. C. G. BURY,
Mayor.



Hudson's Bay Company.



INCORPORATED 2ND MAY 1670.

Canada's Oldest Company Celebrates Canada's Diamond Jubilee

The First Canadians 1670-1927
A Proud Record of 257 Years of Service

Old in YEARS, old in TRADITION, but young in SPIRIT and VIGOR, animated with the spirit of enterprise that has made Canada a great productive and industrial nation.



Among those participating in Canada's Diamond Jubilee none will feel more proud than HUDSON'S BAY COMPANY, in its record of accomplishment and its contribution towards Canada's progress



—From the days of the prairie schooners when the H.B.C. fur trading posts catered to the needs of the old timers, voyageurs, trappers and native Indians, to the present day when modern departmental stores offer the utmost in efficient service, the H.B.C. has kept pace with the remarkable development of Canada.

—Old in years, old in tradition, but young and vigorous in spirit, and imbued with the indomitable spirit of adventure that has made Hudson's Bay Company unique among the World's great commercial enterprises, the H.B.C. is, today, still blazing the trail of progress.

—With eleven departmental stores in Western Canada, six wholesale establishments, more than 200 trading posts, oil developments, land department, overseas settlement, transportation and fur trading, the H.B.C. has millions of dollars invested in Canada and is giving employment to thousands of Canadians.

—In Edmonton H.B.C. has steadily forged ahead and is today, occupying the largest departmental store in Northern Alberta.

—As in the past, so in the future, will this pioneer company continue to do its share in building up a greater Canada.



Pioneers Trek Across Plains To Found New West

WOMEN SHARED HARDSHIPS AS MEN STRUGGLED

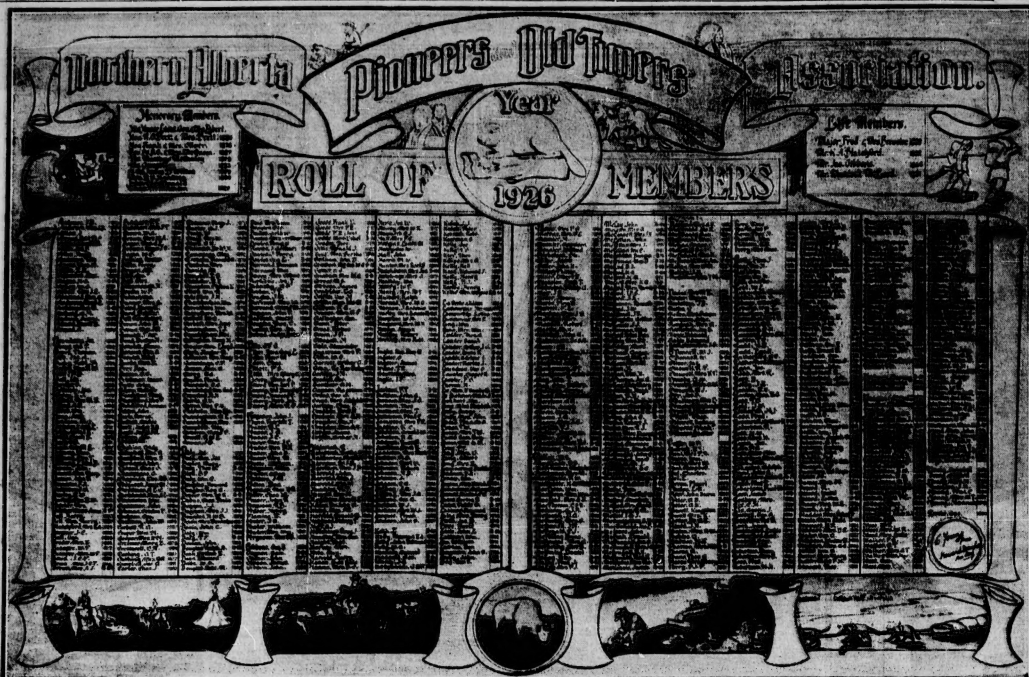
Braved Terrors of the Long Trail Without Any Hesitation

No story of pioneer Alberta could be complete unless it also tells the tale of how women, casting in their lot with their husbands, braved the terrors of the long, long trail, the loneliness of the mid-winter slush under the glaring heat of the summer sun and the bitter cold of the prairie winters, the alarms and scares which were the lot of the pioneer, all because where their man or men were there they also would be. So you have the story of the pioneer women of Alberta and the west, enduring all and more in order that they might prosper and their children to come have a home to which they could proudly point and say "Our parents made it for us."

The loneliness of it. Think of the loneliness of the pioneer's life, as they raised their families, raised crops, milked and scrubbed, busied up only with the sure knowledge that the prize of well-being would eventually be theirs. Alas, some did not survive the hardship, the terror, the nerve-racking episodes of their strenuous life and so, dotted here and there at the back of the prairie farm or hamlet, you will see the simple cross which marks the last resting-place of the one who strove and lost. Yet after all it was not always a losing game.

Sie at Ottawa. There is one woman who, as a young bride, trekked west from Winnipeg, across the vacant plains, harked to the thunder surge as the buffalo rolled aside from the western camp path shared with her men-folk, the score of Indian arrows "lugged close to the tented wagon when ready, heavy men, bearing neither time nor the devil, made the wagon ring with drunken rage. She came through the man had come and obeyed the old saying "Hullo, hullo, over there, the old man!" she was confident of her fate, and undaunted by the unknown and chosen country and braved the perils without fear. Today one of the most striking figures in the senate chamber at Ottawa is this young bride who braved the terror and won the reward of so doing. And because her life had been of the west, she had absorbed that true western spirit of tolerance, independence and faith. And so with many more. Her story is the story of all from the humblest immigrant, covering down through the daring man, to the fearless, reckless daredevil who says "What he can do, I can too," and dies.

Through Hellish Days. Right through the days of the first rebellion, the women had eaten and toiled, with halfhearted and Indian running feet, with law and order so far away in the dim distance, struggling to reach their life was too late. With the sound of the battle, the hideous scalping knife of war-bedewed braves rising in their care, the



grief-stricken glance of their sturdy men as they gazed out their last long breath under the murderous weapons of Hell and his hordes, it took strong women and brave women to bear it without madness and hysteria. So, too, the lonely life of the prairie farm, the hideous tin cans at the door, the monotony of the frogs telling their evening call, the strains of sudden storm and tornado, one more woman had to be brave to all often alone and watch and wait for their men to come home.

The Sisters of Alberta. And once again, the women who, leaving all, vowing themselves to the service of Christ, and applying themselves as missionaries to the sick and stricken. Theirs was no child's work, no vacation which could be lightly cast aside. The sisters of the convents of the various missions throughout the unknown west. Year after year they labored and taught, healed and visited, so that even today, whenever a sister appears, strong, sturdy men stand humbly

aside and show by their manner that they too admire the women pioneers of Alberta who are the sisters and mothers, the teachers and comforters of those who have fallen in the pioneer struggle for life and liberty. All honor to the women pioneers of fair Alberta, who yesterday made possible the home life of today.

List of Officers Now Active in Work of Old Timers' Association

Edmonton: Jas. E. Kelly, A. W. Ormrod, Mayor Blackford, A. E. Potter, Forbes Street. Mayor Thibault, Mayor J. Nicholson, R. C. Jardine, R. C. Dreton, Fred Robertson, C. Paul Geo. Thomson, Joe Watson, W. R. West, Geo. Goodall.

Stony Plain: Myrd McKinley, Jacob Miller, Israel Umbach. Whitecourt: George Welbourn, Henry Fraser. Leduc: D. W. Wilkinson, R. T. Taylor. Vegreville: Frank Lucas, R. M. Angus. Millet: John West. St. Albert: Angus McDonnell, W. J. McDonald, Flurry Percen. Morinville: Eder J. C. Brown, H. Meunier. Clover Bar: R. P. Ottewill, W. E. Wilkinson.

Bremont: Thos. Jackson, J. C. Bremont. Vauxhall: Sam Lucas. Bitter Lake: James Ryan. Fort Saskatchewan: F. Walker, G. T. Montgomery. Napanee: John Sutherland, J. J. Ferguson, Dan Harold. Turf: Charles Perry. Spruce Grove: George Greenwell, George Green. Sandy Lake: Charles Plett. Horse Hills: Ed Broder, Geo. West.

SALUTATION OF OLD PIONEERS BRINGS THRILL

"Hullo Old Timer" Greeting Loses Nothing With Passing Years

"Hullo, Old Timer!" Who has not thrilled when he has heard the phrase shot out at him from a friend or pal he has not seen for years? Who does not envy the gradually receding circle of old timers, who in the past prepared the way for the Edmonton of today and tomorrow? Who would not like once more to hear the echoes of the pack of train bells, the creaking, the shouting of the wild-eyed buckskin as they hitched up the slackened pack on the back of the horse and called it a well-earned picnic? Who would not like to live once again when they cry "York Boat!" and the whole population of Edmonton pell-mell to the river bank to get the news of the outside and the first chance at the fresh stuff with which they were laden after a winter's diet of tea, flour and butter? And the best of all the "mush mush" of the driver as he snags the post with far-fetched snags back from the great beyond of Canadian civilization. "Hullo Old Timer!" never fails to bring back memories of those who were there yesterday, even though today, forced by age, they must sit aside as the world goes on.

The Edmonton of yesterday. The days when the old for \$50 a slice and payments were extended over one or two and three years and a boom was on. With population shot into the thousands of people, the city broke and the promise declared all in vain. When the cry the "Black" are coming of old Fort Edmonton, Indian and half-breed pell-mell within the stocks of old Fort Edmonton. When the cry the "Black" are coming of old Fort Edmonton, Indian and half-breed pell-mell within the stocks of old Fort Edmonton. When the cry the "Black" are coming of old Fort Edmonton, Indian and half-breed pell-mell within the stocks of old Fort Edmonton.

Tretheway of Cobalt Fame Once Owned C.V. Street Car Franchise

Tretheway, of Cobalt fame, was a resident of Edmonton in 1927. He owned the first street car franchise and bought the street cars.

1887 FORTY YEARS OF PROGRESS 1927

YESTERDAY



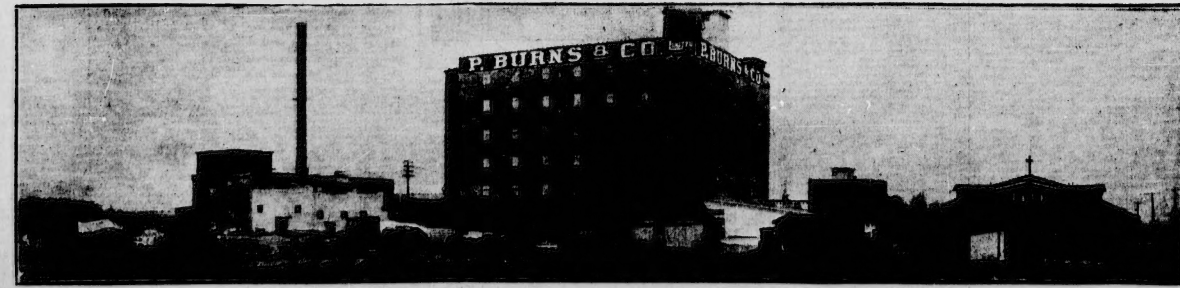
The First Edmonton Location of P. Burns and Co. in old Strathcona, prior to 1911

The quality of our products commands the Highest Prices paid for Hams and Bacon on the British Markets.

The Consumers' Verdict



TODAY



P. Burns Packing Plant in Edmonton today, established in 1911.

P. BURNS & CO., LIMITED EDMONTON WINNIPEG CALGARY VANCOUVER
PRINCE ALBERT REGINA
Manufacturers of - - - Shamrock Brand Bacon, Hams and Lard

Old Timers Who Have Passed On Left Trail of Noble Deeds Behind

A few days ago one of the best known old timers passed away, when Sheriff Peter Dunn, a resident of Alberta for 44 years, answered the last call. The late Mr. Dunn was sheriff of Peace River and the Athabasca districts for eleven years. He started his career in 1882 in the employ of the Hudson's Bay Company, coming direct to Edmonton in company with Charles Henrich. He was amongst the first executive representatives of the province after incorporation, taking his seat for Joe Lee and serving two terms. He served here but finally gave the pioneers of Edmonton the opportunity to pay tribute to one of the most outstanding of the last dwindling number of old timers in Alberta.

Don McLeod, who died in 1925, was the oldest employee in the service of the Hudson Bay Co. at the time of his death. He came over in 18 and was district manager in the James Bay District until he retired in 1918.

Col. Bruce J. Saunders, a survivor laid out the cemetery where he sleeps today. He was a forty-year resident of Alberta, coming west on the survey of the old N. W. Territory government.

Tom Bellamy resided in Edmonton for 44 years, having his home on site where Jas. Ramsey store now stands. He opened the first branch of the Murray Harris Co. in Edmonton.

Founder of City
Alas Taylor who died in 1914 was one of the founders of Edmonton as it is today. He started the foundation of the present electric light and power system, and telephone system, his vote on the city council being responsible for the obtaining of control of the dams by the city. His plan established the street railway system and he was one of the founders of the Bulletin with the Hon. Frank Oliver.

Tim Lee, mayor of Edmonton in 1908, 1910 and a resident of 27 years, died when he died in 1925.

Donald Ross, who died in 1915, was a resident for 43 years and was the first hotel in Edmonton, west of the Peace River. His business was famous as a gathering place, from where he named after him. He was the third to build the first hotel in Edmonton. He had the first Billiard table used in Edmonton which were freighted in by ox cart. Participated in the Caribou race, from there was the Pemmican and the Peace. On the Peace River, while the race was on, the story is told that he collected fees from other boats for information as to the route, and after collecting, he took the steamer, the river was not navigable, he arrived at Peace River landing August 1, 1872, reaching Edmonton in 1874.

Grand Entry Force
Mrs. McLeod Great was one of the first settlers, being a daughter of W. J. Christie Factor of the B. C. Company, Saskatchewan. She died in December, 1918.

J. G. Christie was born in 1847 at the old Edmonton Fort. He came from a family who had served the Hudson Bay for 17 years. His grandfather, Alexander Christie, founded Fort Garry.

James Osborne was resident of Edmonton for 41 years. He invented the "dry" gold washing method. Was an old prospector and had a varied and successful life in the mining camps of the west.

Henry W. McKinnon, who came to Edmonton in 1878, died in 1914, he was a member of the first legislature of 1880 representing St. Albert.

Mrs. Joe Ross came to Edmonton in 1841 for mail in parts comprising Mr. and Mrs. Chas. Stewart, Mr. Lauder, Hugh McKinnon, 1881—died in 1914. Was a member of the firm of McDougall, Stewart and Blannerhagan.

D. Grummett was a resident of Coking Lake for 25 years, died in 1918.

Dennis, the trail partner of Luke Kelly, came to Edmonton in 1892 and died in 1917.

J. M. Conklin, another old-timer, died in 1916.

Mrs. C. E. Vaughn, 32 years a resident, died in 1925.

F. C. Beadle, the first agent-at-large at the parliament building, 21 years ago died in 1924.

W. McLeod died in 1926.

Miss Kennedy, for thirty two years a resident of the St. Albert district.

P. G. Grierison died in 1918.

W. E. Mann, district engineer of T. P. railway, who headed the first steel for Edmonton, died in 1916.

Opened First Hardware
Jack Norton was a resident of Edmonton and the west for 67 years.

He came from Fort Garry, started the first hardware store in Edmonton. He died in 1915.

Thomas Henderson came over the Yellowhead pass with his family in packhorses. The family lived for three weeks on raw oilseed during the trip. He died in 1925 after farming at Mount Hill for years. He was born in 1822.

John Stork, who died in 1917, was one of the most popular citizens of early Edmonton. He was deputy minister of public works, member of the legislature, and was in 1881 an engineer for the C. P. R. During the war he resided in France, he died in 1917.

Don McLeod came west in 1889 after serving in the U. S. civil war. He died in 1918.

Dr. William Morrison McKay came to Canada from Scotland as doctor in the service of the Hudson's Bay Co. in 1846. He made many trips throughout the north until his retirement in 1900. He died in 1917.

Joseph McDonald—his fathers were all Hudson's Bay men during the 1800's. He came to Edmonton in 1843 and located his home where Strathcona now stands.

Kept Indians Quiet
Rev. George McDougall first visited Edmonton in the early nineties, settling here in 1870, and establishing the Methodist church. He was superannuated in 1906. He rendered great service during the Red River rebellion by keeping the Indians in his charge quiet.

W. V. Thompson, who died in 1913, was a prominent business man and active in Edmonton affairs.

John Walters resided in Edmonton 50 years. He was prominent in business as a lumberman and capitalist. Walter Flinn being named after him.

St. George Jellie, who came to Edmonton in 1842, was a partner of T. J. Gifford and a member of the firm of Jellie and Steiner.

John Verner was a real estate agent, having been born at Jasper House in 1840. His father, Colin Verner, was the officer in charge of Jasper House for 18 years for the Hudson's Bay Co. At twelve he was apprenticed as a house builder. He was master of winter transportation for the company. He farmed the Highlands district in 13 and was the first treasurer of the city. He was a member of the staff of ships during the Red River rebellion.

Shipped First Coal
Donald St. Louis, freighter, came to Edmonton in 1870. He built the first mine in Edmonton, near present day Coal Creek. He was the first in ship and freight in Edmonton. He built the first mill west of Winnipeg, and combined with John St. Louis and Inspector Heister.

Colonel Robert Heister served with the Mounted Police from 1872 to 1888. He was through the rebellion. In the Yukon, saw service in Africa, and attended the diamond jubilee celebration of Queen Victoria. He died in 1918.

He died in 1918.

R. C. Macdonald, 1848 pioneer, was a mail carrier, interpreter, scout and gold miner, carried the first mail between Edmonton and Battleford; was dispatch carrier during the rebellion for General Pitt, went overland in the Yukon in '97 with Frank Walker of Fort Saskatchewan. He was afterwards appointed superintendent of the government telephone service for Alberta and Saskatchewan. He died in 1923.

MATRONS OF EDMONTON
William Short, 1862-2, 1912.

W. W. McKinnon, 1908 (first elected mayor), died in 1925.

Major Gen. W. A. Greisdach, 1907.

John A. McDonald, 1880.

Robert Lee, 1808-16.

W. J. McKinnon, 1911-12.

W. V. Jones, 1913-15.

W. H. L. Evans, 1914.

W. A. Clarke, 1915-17.

W. M. Duggan, 1921-22-23.

N. J. Macfarlane, 1923-25.

A. H. C. Bury, 1927.

McKinnon was also mayor in 1900 and 1901.

H. M. E. EVANS & Co. LIMITED

FINANCIAL AGENTS

BONDS INSURANCE REAL ESTATE LOANS

C.P.R. BUILDING

1867, DIAMOND JUBILEE SERIES, 1927



Lament to An Old Timer Donald McLeod

By JAMES HEILY

Dead, did you say? Yes, I am told.
Heard it while standing out there in the cold.
Come by telegraph, they say, few moments ago.
And the sad news I feel like an arrow's blow.
There is genuine sorrow out there in the crowd.
Heard our Edmonton favorite, Donald McLeod.

You knew him? Why, we all, for many long years,
Familiar to all, the old-timer, the old-timer.
He was thoughtful and helpful in sickness and need,
To the friend or the stranger, he'll be there.
And he'll be there, he'll be there, he'll be there.
That a big-hearted Scotswoman was Donald McLeod.

An old-timer was he? Well, I should say!
Why, he knew the whole country, most every mile.
From Mary to Edmonton, time and again.
Through river and rough, over bushes and plain.
And the whole nation's history he knew so well.
Had a handshake and welcome for Donald McLeod.

We remember his grating, and the old gentle smile,
And the gentle he laid in the house of peace.
When at shadow of evening we came by the trail,
And the work and the battle that ending came.
We sat happy at campfire, and the laughter was loud.
For the host of our circle was Donald McLeod.

He would dwell—as the kindred passed—found—on the time
When the battle and bloodshed occurred near the line
Of the frontier outpost and their fire-water cure.
When the Colonel, the soldier, came in with the force.
And the bravest and dullest he boldly strove.
Was his menzies, the leader, the greater McLeod.

He was truly a man of those buffalo days.
And thought many things—user in our tenderest days.
For his shadow and his faith he would willingly share.
For the pilgrim or traveler in danger from where
And many a homeless, unknown, and plighted,
From its birth and nurture, I said Donald McLeod.

How the friendly eye brightened, as the story is told
Of the campfire and the battle, when the battle was told.
How the banner of Britain he raised on the plain.
How the battle was fought, and the battle was told.
And the name of Donald McLeod, the old-timer, the old-timer.
That this hero and his brother was Donald McLeod.

In the courtyard he lived, he now peacefully sleeps.
Where the winding Saskatchewan rapidly sweeps.
Let the old-timer's memory be a guide to the day.
Use the grave of that pioneer a just tribute pay.
We are forced to think of the day and the night and the day.
His death has been shining our noblest McLeod.

Calgary, December 2nd, 1894

Copyright, Canada, 1927.

CANADIAN PACIFIC

IT SPANS THE WORLD

Number 186,000

EDMONTON'S NEWEST INDUSTRY

Alberta Shoes and Boots

More Payrolls

The establishment of this factory

Western made boots for Westerners.

From the raw leather to the finished article the Universal Shoe Mfg. Co.'s product is western made.

You can now buy a "Made in Edmonton" shoe with price equal and quality better.

Patronize Local

The Universal
SHOE MFG. CO.

W. W. CUSTUCK,
Managing Director.
W. G. BROWN,
Secretary-Treasurer.

10760 95 Street Phone 23653

WESTERN-MADE SHOES ARE ON LOCAL MARKET

**Universal Shoe Company
Destined to be One of
City's Big Industries**

Wear universal shoes for westerners is the slogan of the Universal Shoe Company, which has recently built and equipped an up-to-date shoe factory with a yearly payroll of approximately \$75,000 a year and an output of 50,000 pairs of shoes. W. W. Gustick, who has been making shoes for 25 years, is the company's managing director, and William Brown, a well-known contractor, is the secretary-treasurer of the new company. "Scotty" Brown is better known amongst Edmonton athletes as the coach for the Eskimo rugby team and as a member of the city's athletic club. Mr. Gustick has achieved an enviable reputation in connection with the quality of the universal guards shoes made by him, amongst his steady customers being the police and the army. He has been working Universal shoes for years.

A Complete Plant

The story of the making of shoes is one of highly intricate machinery constantly being improved—and skilled operators. The Edmonson Machine Company has the most up-to-date and latest machinery supplied by the United Shoe Machine Company of Canada, which is the largest manufacturer of shoe-making machinery in the world. From the cutting table where the leather is shaped to the final poling, the making of a shoe is a 170-step involved many intricate operations. A boot passes through some 170 machine operations in all. Each and every one of these operations is made possible by the delicate machinery to perform it.

How a Shoe Is Made

Starting in the cutting room, the leather passes on to the stitching room, thence to the vamping, perforating, stitching and last-making, heel-stitching and lasting machines. Then on to the welter-in seam, the trimmer, the welt beater, the sole layer, the rough rounder, the cap sole rounder, the rough rounder, the heel seat slonger, heeling machine. Thence to the heel shaving, the trimmer, the edge setting, heel setting, the toe setting, the sole shaving and finally to the packing machine. The boots are passed through in lots of from 25 to 50 pairs at a time, and are then ready for the purpose of efficient inspection for imperfections. The leather used is of the best and comes from Ontario. The shoe company intends to make provision in the future for the local preparation of the leather.

A Good Industry for Edmonton
The establishment of this up-to-date plant means that another addition has been made to the payroll of Edmonton, and much city power and other utilities are saved. The building is a fine two story brick structure, specially built to house the production of western-made shoes for western people, by a company familiar with western requirements and conditions will meet with popular approval. Once more Edmonton is taking a step ahead as an industrial and commercial centre.

CREE, BLACKFEET AND STONIES FOUGHT THEIR BATTLES WHERE CITY OF EDMONTON NOW STANDS

Harrison Young, Famous Old Timer, Has Had Ad- venturous Career

This is the story of the massacre in Scotland at the Hudson's Bay Academy and joined the Indians' Bay Company as an agent. He was sent to Victoria, B. C., by way of the coast, but was captured and imprisoned at Tleilem, from where he was taken to Stuart Lake, New Caledonia, in the fall of 1887. He remained there until 1889. Having decided to quit the spring he proceeded to Fort Garry by way of Peace River and Edmonton. He was captured by the Indians on his way there by land to Lesser Slave Lake and taken to the Hudson's Bay Academy for Edmonton in the latter part of the fall. He was taken to the Hudson's Bay Academy on the trip and abandoned by the Indians on the shore of Lesser Slave Lake, proceeding on to Edmonton. Many of the Indians who were with him remained there some nine days. A party of them were sent to the Hudson's Bay office in Charon, arrived and brought him in to Edmonton. He was taken to the Hudson's Bay office and placed in the hands of the Hudson's Bay Company, leaving Slave Lake and on his way to Edmonton.

Murdered by Indians.

While on his way to Edmonton, two Blackfoot Indians who had remained at Tleilem, shot him for five days started out to return and were followed and murdered in a half-hour. The Indians who were with him called "Big Crow" killing them. He was taken to the Hudson's Bay office in Charon, arrived and brought him in to Edmonton. He was taken to the Hudson's Bay office and placed in the hands of the Hudson's Bay Company, leaving Slave Lake and on his way to Edmonton.

[illegible]

BOAT BUILDING INDUSTRY IN EDMONTON

The boat-building industry of Edmonton adds its share of romance to the development of the great north lands of western Canada. Boats, schooners, dog sleighs, toboggans.

[illegible]

18 YEARS IN BUSINESS IN EDMONTON

Harry Milne, manager of the Sheet Metal Works, came to Edmond in 1932 and has been here since. He worked for the company for a time after his arrival, he established his present business some eighteen years ago. The Milne Sheet Metal Works are manufacturers of general sheet metal requirements, furnace and heating systems, which Mr. Milne states carry a personal guarantee for work put into shape and durability. The company is open to the general public or manufacturer of the Milne Auto Carrier Box, which has proved to be a valuable addition to the motorist on holiday trips. It is so constructed as to form not only a box for the carrying of provisions and other articles, but also a place for comfortable camping and picnic purposes. The Milne Sheet Metal Works are on 162 Ave. No. 9433.

Since then he has resided in Edmond and employed as a fur buyer.

Old Established Lumbering Firm Celebrates Many Years of Industry

**W. H. Clark & Co., Ltd., Pioneer
in the Lumbering World
of Edmonton**

For many years the W. H. Clark and Co., Limited, has catered to the lumbering and building requirements of Northern Alberta. Started as a partnership by W. H. Clark around the year 1895, it was converted into a limited liability company in 1905 and ever since then has continuously been one of the leading industries of Edmonton.

Lumber a Great Alberta Industry

The lumber industry of Alberta has had an important bearing upon the life and development of Edmonton from the earliest days. From the time when the Hudson's Bay voyageurs, traders and trappers used the river for a route to the west, your boats on the banks of the Saskatchewan river, through the years of the various periods of building activities which have enabled Edmonton to grow from a hamlet to a city of 70,000 population of which it boasts today, lumber has been a necessary factor. Therefore, been the reason for many firms starting in the early days and coming out of existence, notably the John D. R. Fraser company, which, in the early days, was one of the largest in the D. R. Fraser company the house of the Fraser family, which was founded by the Fraser family. Others, like the

Centrally Situated

The lumber yards, factories and mills of the W. H. Clark Co. Ltd. have been a landmark of Edmonton for many years, for prior to the war the company's operations were the backbone of the industry in 1905. It was carried on as a partnership by W. H. Clark, a resident of Edmonton for at least ten years previously. The company occupied some five acres of land facing 190th Street, near the Canadian Pacific depot. It employed some 100 men and has a payroll of approximately \$10,000 a year.

Products Everything in Lumber

The W. H. Clark Co., Ltd., produces almost everything in lumber necessary to meet local requirements. In addition, it does a large export trade, through its previous agencies. Its products include sash, doors, mouldings, store fixtures, in fact, everything in the lumber line. It covers a range of territory all over northern Alberta, is principal contractor for the Government, and supplies the lumber essential for building of residences, factories, or for farm purposes.

An Investment of \$500,000.

The plant of the W. H. Clark Co., Ltd., represents an investment of \$500,000. The mill and factory is equipped with the latest machinery and labor-saving appliances.

The yards and plant of W. H. Clark and Co., Ltd., on 109 St. James street, London, W. 1.

A. J. BROWN, Manager W. H. Clark & Co., Ltd., who has served for many years in this capacity after almost a lifetime in the service of the company.

Coming to Canada in 1902 commenced his life career with the W. H. Clark Co. In June of that year he returned to the factory, he acquired a first-hand knowledge of the business, and was later transferred to the office, finally becoming manager of the company in 1912, which position he has held ever since. His total service with the W. H. Clark company extends over a period of 27 years.

President C. C. Holburn Well Known in the City

There are few men in Edmonton as well known as President C. C. Holburn, who has been a resident of the W. H. Clark Co. since 1902. He has been a member of the Board of Trade for many years, and in this connection has performed many important duties, the latest being the reading of the report of the manufacturers on the 43-hour work arrangement. The commission appointed to inquire into the matter has been given credit as one of the new chairmen of the General Committee of the Central Council of the city, and has an office in that regard ever since its formation. He has been a member of the Board of Trade since its re-organization, and has been instrumental in obtaining the incorporation of the Board of Trade, and has been largely responsible for the securing of the North building to be held by the Board of Trade in connection with the new building.

In a Prominent Position

The securing of two such men as executives on Messrs. Holburn and Brown is a valuable asset to the W. H. Clark Co., Ltd. to extend their operations and to place their business on a more extensive basis.

C. M. HUBBARD, President, W. H. Clark Co., Ltd. President of the Board of Trade, and a member of the Board of Commerce, is another of the industrial centre of Alberta, in early days.



See Canada in Canada's Diamond Jubilee Year 1867-1927



Sixty Years of Canadian National Progress

IN 1860, the Grand Trunk Railway, now a part of the Canadian National Railways, comprised 872 miles of track. Today, Canadian National embraces 22,548 miles of line, the largest railway system in America, touching every important Canadian city; fleets of steamships that carry Canada's ensign and products to every quarter of the globe; Dominion-wide express and telegraph services; a chain of distinguished city hotels; resort hotels and bungalow camps, and an Industrial Department to foster the location and development of new industry.

The development of Canada and the Canadian National Railways is interwoven closely. As one grew, so did the other, mutually dependent.

Before even the memorable year of Confederation, portions of the present-day Canadian National had attracted world-wide attention to themselves and to the then-struggling young country. The construction of the original Victoria Bridge for the Grand Trunk Railway and its opening by the Prince of Wales in 1860, focussed the eyes of Nations on Canada as perhaps no preceding event had ever done.

Canada, being a land of vast distances, the railway was seen to be the key to her future expansion and prosperity. Indeed, the Grand Trunk Railway had long been the dominating factor in Canada's growth to date. It had opened up the then known parts of Ontario and Quebec to settlement and had tapped the country's resources from the International Boundary at Sarnia to Riviere du Loup.

In Confederation year, the dependence of national growth upon rail communication became even more strikingly evident, the construction of the Intercolonial Railway being insisted upon by the Maritime Provinces as a condition of entry into the Dominion.

Thus, within a single decade, Canadian National was linked with two of the greatest events in Canada's history, and helped make Confederation an accomplished fact. Since then Canada and the Canadian National have developed hand in hand. Mile upon mile of new track was laid in Quebec and Ontario; new towns and industries

sprang into being, new lands were opened to cultivation. The sister country to our South was brought into intimate communication with us; commerce was stimulated; capital attracted; immigration fostered.

Then the west called and the Canadian Northern and Grand Trunk Pacific Railways opened up vast areas of fertile prairie to the settler; rich Pacific timber and mineral lands were made to yield their wealth; scenic wonderlands were made accessible and a new route afforded to Canada's Pacific Coast. The Transcontinental Railway, from Winnipeg to Quebec, connected this great west with the eastern provinces.

Wherever it was needed, the railway appeared, a typical modern instance being that of the Rouyn Mining District, the development of which is made possible by Canadian National service.

CANADA'S FINEST RESORTS

Whatever your vacation preference, you will find it served by Canadian National, whose lines reach Canada's finest mountain, seaside and lake resort. Among them are—Jasper National Park, 500 square miles of rugged Canadian Rocky Mountain splendour; the lower-decked Pacific Coast; Minaki the beautiful, on the Winnipeg River; the Highlands of Ontario; the Laurentian Mountains and the Lower St. Lawrence in quaint old French-Quebec; and the seaside and woodland havens of the Maritime Provinces.

HOTELS OF DISTINCTION

Seasoned travellers are enthusiastic over Canadian National hotel service. Whether at a resort or camp, or at one of the all-year hotels, they find their every need anticipated and efficiently catered to in an environment of gratifying, yet unostentatious comfort and luxury.

RESORT HOTELS

Jasper Park Lodge, Jasper National Park
Mines Lodge, Minaki, Ont.
Pictou Lodge, Pictou, N.S.
Nipigon Lodge, Orient Bay, Ont.
Highland Inn, Algonquin Park, Ont.
Nornangan Camp, Algonquin Park, Ont.
Camp Manitowish, Algonquin Park, Ont.

ALL-YEAR HOTELS

Chateau Laurier, Ottawa, Ont.
Prince Arthur, Port Arthur, Ont.
The Fort Garry, Winnipeg, Man.
Prince Edward, Brandon, Man.
The Macdonald, Edmonton, Alta.

INDUSTRIAL OPPORTUNITIES

The Canadian National Industrial Department has taken a leading part in placing the facts as to industrial opportunities in Canada before prospective entrants and in inducing and helping them to locate and prosper here. Canada, with its cheap and plentiful power, desirable sites and stable labour conditions, affords unique opportunities for industrial location and growth. The expanding domestic market is supplemented by tariff preferences which throw the whole of the British Empire open to Canadian-made merchandise.

CANADIAN NATIONAL STEAMSHIPS

Patellar passenger steamers ply the Pacific Coast from Vancouver and Prince Rupert to Alaska and Queen Charlotte Islands. The Canada-British West Indies passenger and freight service implements the Canada-British West Indies trade treaty, and has been largely augmented as a result of this arrangement. Trade and traffic between Canada and the Islands is growing rapidly—another instance of the close relationship between the Dominion and her railways. World-wide freight service is operated by the Canadian Government Merchant Marine in conjunction with Canadian National Railways.



The Fort Garry, Winnipeg



Chateau Laurier, Ottawa



Mines Lodge, Minaki, Ont.

Jasper Park Lodge, Jasper, Alta.



CANADIAN NATIONAL

The Largest Railway System in America

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

Edmonton's Oldest Commercial Enterprise!

---On the birthday of Canada, in 1867, the H.B.C. Fort---an outpost of civilization---stood on the banks of the Saskatchewan where the Provincial Parliament Building now stands.

---In the successive stages of development, in Edmonton, from fur post to general store, and finally to the great departmental store, the H.B.C. has kept pace with the march of progress.

"The history of Pioneer days told in picture story"

Edmonton "Old Timers" will remember these land marks in the City's progress; and "Newcomers" will glory in the achievements of that sturdy race of pioneers who laid the foundations of Greater Edmonton.



ALBERTA

where opportunity awaits you!



NO RECORD of the progress of the Dominion is complete without reference to the remarkable development along agricultural lines which has taken place in the west during the past two or three decades, and nowhere has this been more marked than in Alberta.

Alberta's greatest claim to the attention of the world has been established by her contribution, in common with the other prairie provinces, to the world's food supply. Of the sixty million acres of productive agricultural lands within the boundaries of the province, little more than one-fifth has as yet been turned by the plow. Alberta's wheat and other cereal grains have established their supremacy in point of quality over all competitors and her fertile soil guarantees a bountiful yield for many years.

One of the greatest assets the province possesses is the almost unlimited expanse of land stretching far into the north into which the march of agriculture is steadily forcing the boundary of the productive area. Surveys of this part of Alberta show that there is still available for cultivation thousands of acres of land quite as suitable for agricultural development as much of that more centrally located which is recognized as being unsurpassed in any part of the world.

The rapid growth of this young province is indicated by the volume and wealth of her agricultural production in 1926. Field crops and root and fodder crops from a cultivated area of 10,862,460 acres reached a total value of \$206,825,710.50, while dairy products worth \$21,820,000, livestock valued at \$24,000,000, and various other products including alfalfa seed, wool, honey, poultry and eggs, and game and furs contributed to the impressive total of \$263,913,260.50. When it is realized that in 1905, when Alberta became a province, the total value of her annual agricultural produc-

tion was estimated at \$20,000,000, some idea will be gained of the tremendous strides made in this direction in a comparatively short period.

Alberta farmers are profiting steadily from the development of co-operative marketing. The operation of the Canadian Wheat Pool, which had its inception in this province, and the adoption of similar systems for the selling of livestock and dairy and poultry products, when combined with the advantages of cheap land and large-scale production, have placed them in a particularly fortunate position. The products of Alberta farms have made for themselves an enviable reputation in the markets of the world. Alberta wheat and flour, beef, butter and bacon have stood the test, in the countries to which they are exported, of the keenest competition with the products of many lands; and the climate and fertile soil of the province work hand in hand with the farmer who is anxious to improve still further the quality of the products he raises for export.

Thousands of acres of productive raw land still await development, which will transform them into prosperous farming communities. Since Alberta became a province in 1905, her population has increased from less than 200,000 to well over 600,000, and at the present rate of settlement, a new and considerably higher mark will soon be set. Her wealth of opportunity in many lines of activity is beckoning thousands of newcomers who are quick to take advantage of the homes she offers.

Twenty Years of Progress in Alberta

	1905	1926
Total Value of Agricultural Products	\$20,000,000	\$264,000,000
Wheat Production (Bushels)	3,000,000	113,120,000
Dairy Products, Value	\$ 1,000,000	\$ 23,000,000
Coal Production (Tons)	931,000	6,117,000
Railway Mileage	1,000	5,100
Population	200,000	608,000

Facts About ALBERTA

AREA—255,000 square miles, twice as large as the British Isles, larger than France or Germany. Population, 2.3 to the square mile, compared with 389 per square mile in the British Isles, 184 in France and 328 in Germany.

AGRICULTURAL LANDS—More than 60,000,000 acres of fertile lands capable of development, of which less than one-fifth is cultivated.

IRRIGATION LANDS—One million acres now under irrigation, three million more capable of irrigation.

COAL—Largest coal resources of any similar area in the world. Alberta has 14 per cent of the world's coal reserves; 72 per cent of British Empire coal reserves, and 87 per cent of Canada's reserves.

NATURAL GAS—Four large fields now operating, supply four cities and several towns with gas fuel.

OIL—Two producing fields, one containing the richest producing oil well in the world, bringing in 15,000 barrels monthly of almost pure naptha, in the Turner Valley. In the Wainwright field, wells producing 80 barrels a day, of good crude petroleum, other wells promising. Other fields being developed.

TIMBER—60,000 square miles of merchantable timber, including 270,000,000 cords of pulpwood.

TAR SANDS—15,000 square miles of rich tar sands, suitable for paving material or oil extraction.

OTHER MINERALS—Include salt, bentonite, clay for ceramics, building stone, etc.

WATER POWER—Utilized and available estimated at 1,750,000 h.p.

FISHERIES—Extensive commercial fishing potentialities. Annual production valued at \$400,000.

FURS AND GAME—Annual value, furs and game, \$1,500,000.

TOURIST ATTRACTIONS—Three big mountain parks, including some of the most famous mountain resorts and scenery in the world.

ROADS—In the year 1923 Alberta had 18 miles of gravelled roads. At the end of 1927 there will be 657 miles.

For information as to opportunities in the Province write:-

PUBLICITY BRANCH

Government of Alberta

Edmonton Alberta

City of Edmonton Reaches Goal Visioned By Its Founders

Edmonton Reaching Goal Visioned By Its Founders

Progress Made in Many Directions in 1925 and 1926, While Outlook for Future is Promising—Building Program for First Six Months of 1927 Established Record—City's Utilities Operating at Profit

On the present occasion of commemorating the sixtieth anniversary of Confederation, a brief review of the city's progress may not be inopportune.

On November 7, 1925, the city celebrated its twenty-first anniversary since incorporation and a comparison of municipal statistics for the present time with those of 1904 is illuminating. Edmonton appears to have had its origin as far back as 1794. 1795, when the Hudson's Bay Company founded a post on the North Saskatchewan river, 26 miles below the present site of the city, at Fort Augustus, which was built a year before by the North West Fur Company, the present site having been established in 1807.

From its earliest history, Edmonton has been identified with extensive fur trading which, at one time, afforded the only occupation of the sparse number of residents.

Mining also captured considerable attention in the early stages of last century owing to the existence of placer gold on the Saskatchewan. The earliest building erected outside of the fort is understood to have been that of the early merchant, George McGeorge, who has been described as the founder of modern Edmonton. The arrival of the mounted police in 1847 is also a date of historical interest.

First Railway in 1881
An line preceded the railway survey was made eventually, resulting in the completion of the Canadian and Edmonton railways in 1881. It was in 1892 that the city became incorporated as a town. The Klondike rush followed in 1898 when Edmonton became attracted by the lure of gold, with the tragic results as well known. Early in the beginning of the present century the flow of immigrants had commenced and numerous settlements were being established in the different parts of the country. As already mentioned, Edmonton was incorporated as a city in 1904, and one year later its importance as a center was further signified by being constituted the capital of the newly-formed Province of Alberta. Very shortly afterwards, Edmonton was selected as the site of the Provincial university, which has now reached proportions probably then undreamed of.

Being surrounded by an extensive area of the most fertile farming land in the Dominion, the city has steadily increased in size and importance and is now recognized as the metropolitan of the west, on account of its railway transportation facilities and as a wholesale distributing center for the vast Peace River country and regions beyond, for which supplies are being forwarded in annually

the result of inflated real estate values in recent years. The assessment of land within the city with a total area of 1,000 acres which in 1914 was over \$100,000 on land 1925, has been reduced to \$14,470. \$21 on land, and \$24,313 on land.

As indicative of the increasing population of the city, it is noted that the total school pupil enrolment in 1926 was 14,344, a year previous to 1925. The Utilities Department has already been made to public ownership of the city's various utilities, including electric light and power, water, sewerage and gas, and the successful operation of these utilities has substantially contributed to the growth of the city. The net combined surplus accruing since the inception of these utilities after payment of all capital and depreciation charges amounted to the remarkable sum of \$2,082,427.71, as at 31st December, 1926, made up as follows:

Surpluses
Electric Light and Power House and Planting Plant \$1,388,802.93
Telephone 861,600.28
Waterworks 752,024.50
Total \$2,082,427.71

Net combined surplus, \$2,082,427.71. It may be mentioned that last year in the case of the telephone department, an addition to the south side telephone building was erected and modern two-wire equipment installed at a total cost of \$184,000.00, this being entirely met from the revenue fund of the department.

Similarly for the present year a new 10,000 G.V.A. unit is being provided at the power house which, when completed, will cost \$118,000 and will furnish that department with adequate power reserves for city requirements for some years to come.

The significance of these improvements carried out without any addition to the funded debt is that it will represent a combined annual saving of about \$25,000 in annual charges if on a capitalized basis. The municipal statistical statement appearing elsewhere in these columns will furnish in ready form considerable information as to the city's present status.

Improved Financial Position
Referring to the improvement which has taken place in the city's financial position, the general manager of the Public Works Department, Mr. A. E. Phillips, comments as follows: "The city's financial position, in regard to the statement for 1926."

"As bankers of the city of Edmonton have the honor to be not only a most loyal interest in all appearing in Edmonton's financial welfare and it is most satisfactory to note the enormous improvement in the situation now as compared with what it was a few years ago. The record of collecting practically \$2,000,000 out of a levy of less than \$2,000,000 in one of which any municipality would be proud and the fact that on a budget of \$2,000,000 the city has been able to show a surplus of over \$2,000,000 is a most encouraging and a most satisfactory achievement. Evidently all the investments due to the city for the fund for 1926 have

been paid and the investments from which apparently all bonds secured by arrears of taxes have been eliminated, and the amount of mortgages on real estate reduced to a minimum. It must also be a source of satisfaction to yourself, your colleagues, the students, and the people at large, that the list of bonds held by the sinking fund is a comprehensive one and they appear to be successfully managed. "May I express the wish that the city of Edmonton's finances will continue to be as well administered in the future as they have during the past few years."

Squaw Compelled to Test Bridge Before New Settler Crossed

One of the oldest old-time women settlers in Mrs. Hutchinson, who came to a bridge in Alberta in 1880. She believed the crossing of the river at Winnipeg by the first train. Mrs. Hutchinson, who came to the river at Winnipeg by the first train, believed the crossing of the river at Winnipeg by the first train. Mrs. Hutchinson, who came to the river at Winnipeg by the first train, believed the crossing of the river at Winnipeg by the first train.

of Indians who were hunting buffalo nearby. The Bulletin was also carried across on this raft. Coming on to Edmonton in 1881, the party was again delayed crossing the Saskatchewan river, and Mrs. Hutchinson tells how Chief "Cachemout" compelled her squaw to test the crossing of the river before venturing across himself. Mrs. Hutchinson went on to the river, then on to the city. Mrs. Hutchinson, who came to the river at Winnipeg by the first train, believed the crossing of the river at Winnipeg by the first train.

W. Ross Alger Corporation Limited

BONDS, STOCKS AND FOREIGN EXCHANGE BOUGHT, SOLD AND QUOTED

606 McLEOD BLDG. PHONE 4380 EDMONTON, ALTA.



CANADA

for sixty years a land of opportunities . . .

YOU can create more opportunities by demanding

CANADIAN PRODUCTS

CANADIAN MADE SHOES, LIKE CANADIAN WHEAT, CANNOT BE BEATEN

The McFarland Shoe Co., Ltd.

Distributors of Canadian Made Footwear

McGavin's name on a product is your assurance of quality

on this the sixtieth anniversary of Confederation, extend to Canada and to their many customers and friends, who have assisted their progress during the past sixteen years, their most sincere greetings.

Sixteen years of faithful service to the people of Edmonton and a continually increasing number of satisfied customers in the city and surrounding district tell in the quickest way of the quality of the products we manufacture.

THREE REASONS FOR MCGAVIN QUALITY

THE FIRST

Everything that can be manufactured in the way of modern baking machinery has been installed in our plant. This machinery guarantees purity and cleanliness at all times.

THE SECOND

Modern machinery alone cannot produce good bread, but when you assist the machinery by careful selection of the purest ingredients obtainable the result must be a good product.

THE THIRD

As a final safeguard to the public McGavin's employ only the most skillful Union Bakers. These bakers, because of their years of experience, are able at all times to produce the most nutritious Bread you can buy.

Be particular about the bread you eat and who makes it.

Always insist on McGavin's

Makers of Cakes, Pastries, Raisin Bran Bread and 19 Varieties of Butter-Krust

James Richardson & Sons

Grain Merchants

Limited

Established 1857

ACTIVE in the grain business in the Dominion for seventy years. We join in the celebration of Canada's Diamond Jubilee.

Service, safety and results in the handling of your grain.

Direct private wire connection with all principal grain markets. First-class service on all grain futures.

Investment bankers, stocks, bonds.

Direct private wire connections with all principal stock markets.



Agency Building

EDMONTON, ALBERTA

Other Western Offices at:

SASKATOON CALGARY VANCOUVER MOOSE JAW BRANDON WINNIPEG

EXPANSION OF INDUSTRIES IN ALBERTA NEAR

Manufacturers Beginning to Appreciate Big Natural Resources

Interests which in the past have caused their activities largely in the East are coming to realize that the increasing population, the development of the natural resources and the industrial opportunities which the recent years are so apparent in the West, provide a wonderfully promising field for the introduction of their manufacturing business into the prairie provinces.

While Alberta's greatest claim to the attention of the world has been established by her agricultural production, she has been steadily forging ahead as an industrial province. Increasingly manufacturers have been quick to take advantage of the fact that her resources include:

More than 15 per cent. of the world's coal reserves and 87 per cent. of the coal reserves of Canada.

More petroleum production than any other province in the Dominion.

More than 40,000 square miles of merchantable timber.

More than 16,000 square miles of alluvial lands, valued by geologists to comprise the largest potential oil field in the world.

More than 1,000,000 h.p. of water-power utilized and available for hydro-electric development.

Unlimited supplies of natural gas as a source of fuel.

More than 60,000 acres of land capable of agricultural development, with only approximately one-fifth have as yet been brought under cultivation.

A steady growing urban and rural population of over 600,000 providing an ever-widening market for manufactured products in many lines.

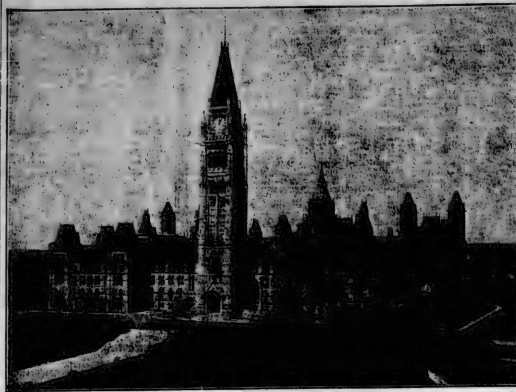
Old Times To Lay Wreath on Grave of Father Lacombe

On Sunday the association in a hall will visit the cemetery at St. Albert and there wreath upon the grave of Louis J. Lacombe, the first settler, and bring to the old time missionaries whose activities will always be remembered by the early pioneers of Alberta.

Kenny McLeod Lead Freighters When City Was An Infant

Kenny McLeod was elected chief of the first Fire Brigade in 1891, the time when Edmonton had grown sufficiently to make organization of a volunteer fire brigade necessary.

Parliament Buildings of Canada at Ottawa



Centre of Canada's Confederation Celebration

Canada's Banking System Gives Public High Degree of Security

Number of Branches Since Confederation Increased by 3661

SPECIAL—NINETY YEARS Banking The little brown ledger on a shelf, the old stocking tucked away in a mattress, had long ceased to be the only popular banks when this declaration was formed. They never had contained very much, but they were secure. In pioneer days, the farmers, who were the bulk of the population, exchanged their produce for the goods they needed, and the banks, from the time when they were established, among the Bank of Montreal was the first, in 1817, upon the confidence of the people who had money to deposit, that confidence was generally deserved and, though a number of banks have failed, the nature of the Canadian banking system and the increasing precautions imposed by law have given the public a very high degree of security.

1871 Bank Act The first Bank Act passed by the Dominion government in 1871, provided for a limitation of dividends from 36 to 11, by the winding out of

the weaker or their amalgamation with stronger banks. This has increased the security given by the banks as a whole, without reducing the banking facilities available to the public through our branch bank system.

The number of bank branches in Canada has risen from 123 in confederation to 1,145 in 1901, 3,193 in 1916, and 3,774 in 1927. Every branch is backed by the whole resources of the parent bank.

The bank notes in circulation have increased between 1847 and 1926 from \$5,346,554 to \$18,845,935, and bank assets from \$78,294,770 to \$2,344,019,123.

The deposits in Canadian banks in 1927 amounted to \$1,577,312. On December 31, 1926, they stood at \$1,391,521,093, with an additional \$18,626,000 in branches alone.

The volume of business done in Canada through our banks as shown by cheques paid, amounted last year to \$29,336,000,000.

From "Jerry's been refused four times." "He had better be careful. His luck might change."

Winding Out Process Between 1847 and 1926 the number of our banks has been reduced from 36 to 11, by the winding out of

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1867 1927 Diamond Jubilee Confederation

Sixty Years Since

Sixty Years of Progress

The Confederation of the Provinces had only been accomplished

19 Years

When JOHNSTONE WALKERS commenced to figure in the history of Edmonton

Edmonton's Own Oldest Store was Established in 1886—Forty-one Years Ago

A BRIEF TREATISE, IN FIVE CHAPTERS, TELLING OF THE POLICY AND IDEALS OF ITS FOUNDER, MR. W. JOHNSTONE WALKER, AND DEPICTING THE GROWTH OF THE BUSINESS DURING THESE YEARS.

IN the year 1886—nineteen years after Confederation—there came to the village of Fort Edmonton, in the person of the late Mr. W. Johnstone Walker, a man endowed with foresight, business energy and strong determination—a man of vision, with faith in the future of Edmonton. Although lacking in business experience, Mr. Walker saw in this village the Gateway to the last Great West—the need for another general store. Here, then, was to be established upon an ideal—a business that would insist upon the principle of fair dealing—a business that should have for its foundations policy, service and values.



CHAPTER I.

IN November, 1886, Mr. W. Johnstone Walker opened a general store on Fraser Avenue. Some idea of the size and character of which can be gathered from the above illustration. Mr. John A. McDougall, who was at that time an opposition merchant, kindly assisted Mr. Walker in buying the first stock.



CHAPTER II.

ELEVEN years later found conditions rapidly changing and business swinging out on Jasper Avenue. So the next place of business was a store 80 ft. by 78 ft. on Jasper. To this was continually made additions until the dimensions of the store were 80 ft. by 180 ft., as shown in the illustration above, dated 1907.



CHAPTER III.

THE Spring of 1915 found the store growing at such an unprecedented rate that we moved to our present premises on the corner of Jasper Avenue and 102nd Street, with nearly double the floor space occupied in the old store on Jasper Ave. East. One year later this proved insufficient and we were compelled to erect our footware annex, 35 ft. by 70 ft., on the south-east end of the store.



CHAPTER IV.

RELATIVE another period of expansion, when in the summer of 1917 lack of floor space made it necessary for us to raise the Jasper Ave. end of our present main building one store, increasing our selling space by one-fifth, changing the appearance of the front of the store as shown in 1915 to its appearance as illustrated in 1920.



CHAPTER V.

BRIEFLY chronicles the developments of the past seven years, the most important of which was the leasing of the Heintzman block, adjoining the main store, and the addition of new departments. During the last period we purchased a future store site of 105 ft. by 180 ft. on Jasper Ave. at 81st St.

Store Closed All Day Friday
Open Saturday Morning Only

ESTABLISHED 1886



ESTABLISHED 41 YEARS AGO

A GREAT COUNTRY - - A GREAT PIANO

"YE OLDE FILME"

HEINTZMAN & CO., Ltd. - 1850-1927
CONFEDERATION - 1867-1927

WE ARE 17 YEARS OLDER THAN THE DOMINION OF CANADA

The Best Investment in the World

BONDS OF CANADA AND HEINTZMAN & CO. FAMOUS PIANOS

Your Old Piano Taken in Exchange

Easy Terms Arranged



Style "O" Player

VICTOR RECORDS

ORTHOPHONE



GLEDENZA



Style "E" Grand

ORTHOPHONE



GLEDENZA



Style "O" Miniature

ORTHOPHONE



PALOMA

HEINTZMAN HALL

W. J. Davis, Manager

EDMONTON
Record Dept. Phone 2883

10130 JASPER AVENUE
Phone 1896, Phone 1821



Old Timers

The real old-time West, with its cow-punchers, round-ups, Indians, and buffalo, is only complete when you include the old favorite, CALGARY BEER. It is the real old-time Western beverage—as good today as when it first came on the market when the prairies were known as the “North West Territories.” The old prairie lands, where the buffalo used to roam, are now the gardens that grow choice barley, which, combined with other ingredients and pure, sparkling filtered water from our own well, produces this perfect brew.

Where
the purest
of Beers is
made. Visit
the plant any time
you are in Calgary.



FOR THIRTY-SIX YEARS

CALGARY

"THE BEER WITH THE REPUTATION"

Has Been West's Favorite



The home of the
Calgary Brewing &
Malting Company,
Ltd., Calgary,
Alberta



Whenever old-timers gather to talk over the days of long ago, they cannot re-live the events of the past without smiling over the happy hours spent together when CALGARY BEER centred the table and everyone was happy and free. . . Even in "those good old days," CALGARY was the favorite beverage, and today it still leads its field, so far ahead as a beacon light to those behind. No old-time gathering, no amount of reminiscing, can be complete unless the time-honored product of the Calgary Brewing & Malting Company, Limited, is there to add the connecting link of the present with the past.

These Are All Protected by the Buffalo Label

Calgary Beer
Calgary Stout
Calgary Ale
Calgary Ginger Ale
Calgary Chinook

"THIRTY-SIX YEARS KNOWING HOW"



Old Timers

Unforeseen Obstacles Failed To Halt Laying of Gas Mains Which Brought Comfort and Convenience To Citizens

First Pipe Laid Less Than Three Weeks After Arrival

ALL DELAYS OVERCOME

Idea Which Was Concrete in June Reached Climax in October

Many years ago the City of Edmonton definitely adopted a policy that it would not undertake the supplying of natural gas to its citizens as a municipal undertaking. (The had been discovered in the Viking field about eighty miles south-west of the city in sufficient quantity to supply all the requirements of the city. It had also been found to be of excellent quality for domestic and industrial purposes. It is a dry gas with methane as the chief constituent. It contains no sulphur compounds and therefore has little or no odor. It has a calorific value of a little over 100 B. T. U. per thousand cubic feet.

After years of negotiations between the city and a previous company it was decided to place the whole matter of supplying gas to the city under the jurisdiction of the board of public utility commissioners—a wise decision, for that board has every other such board in the country for the purpose of exercising control on behalf of the public of the activities of any company which supplies a public necessity. It is charged with the responsibility of fixing rates consistent with a fair return on the capital invested. By this means the interests of the consuming public and the company are both amply protected. What could be better? The public feels a sense of security. Capital is safe. The country needs immigration of the proper kind and more immigration, capital and more capital. The two go hand in hand. Without both we cannot progress towards the destiny that should be ours by right of our enormous natural resources. To attract capital it is essential that nothing be done to impair the security of those who, relying upon our good faith, provide the money to further the development of these resources.

Company Incorporated in 1925

To bring the blessing of gas to the homes of Edmonton, to make life comfortable, clean, and convenient available the next best way was to find the money with which to launch a project estimated by the board to cost over \$1,000,000. Northwestern Utilities Limited was incorporated on May 28, 1925. It purchased all the assets of the previous company, which then passed out of existence. It should be noted that the new company has no connection whatever with the previous company or its policies, except as purchases in 1925 of all its assets, and that such purchase was by consent and with

Laying First Gas Main Into City



Mill Creek Crossing, Edmonton

the approval of both the city and the board.

A contract was let by the new company to Stearns, Ford, Bacon and Davis, Inc. of New York, to construct and operate the system for one year. The work undertaken was the installation of a natural gas system to ultimately serve 10,000 consumers in Edmonton and 500 consumers in Telford, Ryer, Hoveler, Bruce and Viking.

The plan called for a time schedule based upon conditions beyond the control of mortal man. Time was of the essence of the program and

the date at which the work must be completed. This was an accomplishment which in view of the performance seemed impossible until careful study proved that it could be done.

Boys Are Outcome

All mills were overhauled with new orders and immediate deliveries could not be arranged. But the schedule of deliveries were used upon the output of American, Canadian and British mills and the work program was built around these deliveries. Close supervision kept the mill production in line, but

transportation was harder to handle. The Scotch pipe was shipped on the coast to Alberta via Panama Canal and Vancouver, but starting on time has little to do with the finish as has been seen where the ship carrying the pipe ran into a congestion at the canal, and other threatened delays had to be overcome.

The situation was tense for old Jack Frost is a foe not to be underestimated in this northern country. When the ship arrived at Vancouver the stevedores were absent and pipe was being unloaded the instant the ship was reached. A Canadian Pacific special train was waiting with steam ready to start at a moment's notice and as the result the pipe was overhauled and the work was finished on time.

Nothing Done by Hand

The first section of pipe passed by the company's engineer inspectors at the mill was delivered July 5 and the work was started immediately. On the mill transmission field, ditching was carried out by machine with the exception of approximately 15 miles of rough country, rough and narrow. The ditching for the city plan was done by hand.

In the city and on the gathering lines in the field the first pipe was laid July 23. Pipe laying on the transmission line commenced August 4. A heavy rainfall caused a practically complete suspension of work for five days during the week of August 19. Work was entirely suspended during four days, September 18 to 22, by a six-inch fall of snow. The main transmission line was completed October 24, tested October 24 to 27, and gas was turned into the city plant the afternoon of October 27, 116 working days after the arrival of Ford, Bacon and Davis, Inc. engineers in Edmonton.

The system consisting of 150 miles of pipe lines, 15 regulator stations, a warehouse and shop and sundry other buildings were built and the gas was turned on for consumers in 51 working days after the arrival of the first cartload of pipe. An idea which had become concrete in June reached its climax late in October when the mayor and city officials lighted the torch on the 105 street bridge, which proclaimed the completion of the work, giving to this city fuel for its industrial, commercial and domestic use in its most modern and economic form. The rapid growth of the company and the increased extent that gas being used is shown by the following chart:

Will Unveil Statue To Hon. Frank Oliver

The Oliver statue, presented by the "Old Timers" association and which has been erected at the union headquarters on the Exhibition grounds will be unveiled at 10 a.m. on July 20. Short addresses will be given by the Rev. Dr. St. Jacques, R. A. Hatfield, M.P., and John Blue, secretary of the Board of Trade. Mrs. Leslie Wood, one of the real old timers will officiate at the unveiling.

Edmonton's Oldest Hardware

ESTABLISHED 1906

Now in our 21st year of Continuous Business in Edmonton

OUR POLICY SINCE WE COMMENCED BUSINESS HAS BEEN TO THOROUGHLY INVESTIGATE THE MANUFACTURERS' CLAIM THAT THEIR LINES OFFER THE GREATEST VALUES, COST AND QUALITY CONSIDERED, THAT THE MARKET AFFORDED. WHEN WE ARE SATISFIED THAT NO BETTER CAN BE OBTAINED WE STOCK THEIR LINES AND OFFER THEM TO YOU WITH EVERY CONFIDENCE. THAT IS WHY WE SELL AND RECOMMEND—

- | | |
|--|---|
| KELVINATOR.
The World's Oldest
Electric Refrigeration. | MARTIN-SENOUR 100% PURE
PAINTS. |
| NIZOR ICE CREAM CABINETS | YALE LOCKS
They speak for
themselves. |
| LEONARD REFRIGERATORS | STANLEY TOOLS |
| WESTINGHOUSE RADIO | DISSTON SAWS |
| ROUND OAK and GURNEY GAS
RANGES | MCCLARY GRANITWARE |

IN ADDITION, WE CARRY A COMPLETE STOCK OF SHELF, BUILDERS' AND HEAVY HARDWARE, AUTOMOBILE TIRES AND ACCESSORIES.

We operate a modern Service and Filling Station

J. A. WERNER

10139 99th STREET, COR. MARKET SQUARE

PHONE 2230

Celebrate With Us ---

King Edward Cafe!

SPECIAL JUBILEE MEALS

Special
JUBILEE MEALS
SERVED FRIDAY, SATURDAY
AND SUNDAY

Combination Breakfasts
6 a.m. to 10 a.m.

No. 1... 15c To No. 8... 50c

SPECIAL LUNCH
12 to 2:30 p.m.
60c

SPECIAL DINNER
With Music
5 p.m. to 9 p.m.
75c

You'll enjoy our special combination Breakfasts. They are prepared on scientific methods... assuring a meal that is perfectly balanced.

To make YOUR Celebration a real treat for all... have your meals at the King Edward Cafe.

THE whole family will want to join in the happy Jubilee Celebration. But, preparing meals takes away most of the pleasure for mother.

Why not bring the family to the King Edward Cafe?

Here we have gone to great trouble preparing meals appropriate for this great event.

We know you'll enjoy our tasty meals... the way in which they are served will appeal to you... and best of all you'll like the homelike comfort of our dining room.

101st Street

::

Opposite Woolworth's



Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

The Biggest Retail Store in Northern Alberta

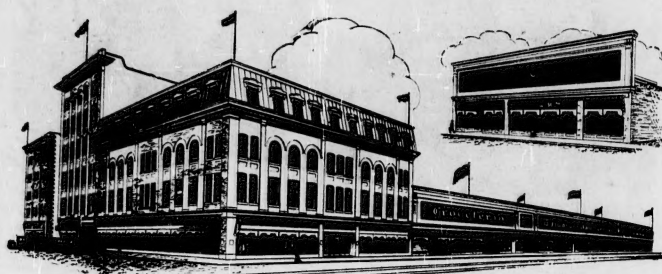
One of a chain of eleven departmental stores operated by H.B.C. in Western Canada

Stores at: YORKTON EDMONTON LETHBRIDGE KAMLOOPS VANCOUVER
WINNIPEG SASKATOON CALGARY VERNON NELSON VICTORIA

The Combined Purchasing Power of These Eleven Stores Means Greater Values
For the People of Western Canada

PIONEERS

- In 1667 a Fur Trading Post.
- In 1927 the biggest retail store in northern Alberta.
- This, in a nutshell, is the history of H.B.C. in Edmonton.
- It is a far cry from the pioneer fur trading post with its primitive methods of barter and trade to the modern and efficient departmental store.
- Step by step, the trail has been blazed. Yesterday an outpost of civilization; today an immense departmental store in the heart of a modern, progressive city, offering its 65,000 inhabitants, and thousands in the surrounding districts, a store service undreamed of by the pioneers; a modern store with hundreds of thousands of dollars worth of the world's finest merchandise, interestingly displayed in conveniently arranged departments; a store employing hundreds of trained employees and providing every possible convenience for comfortable and satisfactory shopping.
- As in the past, so in the future, will this pioneer store continue to blaze the trail and do its share in the building-up of a greater Alberta and a greater Edmonton.



H.B.C. Store occupies practically an entire city block on Jasper Ave. from 102nd to 103rd St.

293 feet on Jasper Avenue, 220 feet on 103rd Street and 79 feet on 102nd Street. 522 feet of Window Display. More than 50 Departments. In 1925 the area of this Store was 133,750 square feet; in 1927 the area is 171,432 square feet.

—MAIN FLOOR—Men's Clothing and Furnishings, Tobaccos, Hosiery and Gloves, Neckwear and Trimmings, Notions, Jewelry, Handbags, Ribbons, Stamped Goods, Candy, Drug Sundries, Stationery, Post Office, Transfer Desk, etc.

—SECOND FLOOR—Women's Ready-to-Wear Apparel, Millinery, Linens and Cottons, Silks and Dress Goods, Blankets, Comforters, Patterns, Corsets and Underwear, Children's Apparel.

—THIRD FLOOR—China and Glassware, Silverware, Furniture, Hoover Electric Sweepers, Rugs and Draperies.

—FOURTH FLOOR—H.B.C. Beauty Shop, Dining Room, Cafeteria, Women's Retiring Room, Men's Smoking Room.

—FIFTH FLOOR—Fur Department and Manufacturing.

—SIXTH FLOOR—General and Executive Offices.

—JASPER AVENUE ANNEX—

—Groceries, Fresh Meats, Provisions, Fresh Fruits and Vegetables.

—Men's, Women's, and Children's Shoes and Shoe Repairing.

—The Boys' Own Store, Baggage, Harness, Sporting Goods, Bicycles, Toys, etc.

—Hardware, Kitchen Utensils, Stoves, Ranges, Refrigerators, and Electric Washing Machines.

—Pianos, Victrolas and Musical Instruments.

—Wallpaper and Paints.

PROGRESS

—More than 257 years ago the H.B.C. was incorporated.

—They were "Gentlemen Adventurers," those pioneer fur traders, animated with the spirit of adventure and imbued with dauntless courage which neither danger nor hardship could subdue.

—With statesmanship at the head, and unswerving loyalty through the rank and file, this great company has survived, has grown and expanded, while other such companies have passed into history.

—With the clear vision which comes from past experience, the H.B.C. is today building for the future, while supplying immediate requirements.

—In Winnipeg, during the past year, one of the finest departmental stores on this continent has been built.

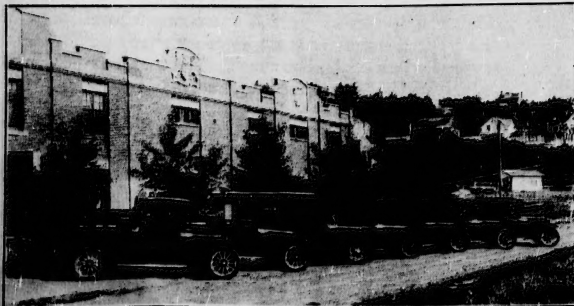
—In Vancouver, the building of two new units and the reconstruction of other parts have been completed.

—Here in Edmonton, due to the tremendous increase in business, the store has recently been enlarged by 37,682 square feet, and extensively remodelled.

In order to provide necessary space for our fleet of motor trucks and delivery wagons, and to assure the best possible delivery service,

Shipping and Delivery now located on 103rd Street

---The vastly increased business of this store has made tremendous demands upon our delivery service: In acquiring new premises on 103rd Street adjoining the H.B.C. wholesale, and adding to our delivery equipment, we are able to offer a delivery service unsurpassed anywhere;



—Part of our fleet of modern delivery trucks handling hundreds of parcels daily.



—H.B.C. delivery horses—prize winners at the Edmonton Spring Stock Show